

**REZONING APPLICATION
FOR
CLAY STREET APARTMENTS
PLANNED RESIDENTIAL DEVELOPMENT**

**402 Clay Street SE
Blacksburg, Virginia**

**TAX PARCEL
257-A 188**

OCTOBER 1, 2024

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I. Land Use Plan

Proposed Development

This application is for the rezoning of Tax Map number 257-A 188 from R-5 (Transitional Residential) to a Planned Residential District as amended by Ordinance 1724 adopted by the Town of Blacksburg on June 10, 2014. The site is bordered by Clay Street to the northwest, the properties of Double Bull, LLC, Gary J. Ashton & John C. Ashton III, et al, Roger and Vicki Powell, and CME JME, LLC to the northeast, and the Midtown Development to the southeast and southwest. Surrounding properties include single-family residential lots, multi-unit residential communities, commercial uses and open space. The master plan proposes a small two building apartment community that will be adjacent and have pedestrian access to Midtown and be architecturally compatible with Midtown. The project is also proposing to dedicate 20% of the units as affordable housing units for residents making less than the 80% Area Median Income threshold. The Comprehensive Plan, the Residential Infill Guidelines, and the surrounding properties were all taken into consideration for the design of this site.

II. Preliminary Layout

Zoning and History

The proposed rezoning request is for one parcel which is approximately 1.59 acres in size, located behind Midtown. For many years, the site was occupied by Sigma Alpha Epsilon's fraternity house. After SAE moved on campus, the property was acquired by the Virginia Tech Foundation in 2013, then by Lawmac LLC in 2018 and the current owner in 2022. The house has been demolished and only the driveway remains on site. The site is currently zoned R-5 and this application requests a rezoning to a Planned Residential Development.

In 2019, the adjacent property, Midtown, was rezoned from low density residential to Downtown Commercial zoning and a Planned Residential Development and a mixed-use development is currently under construction. While the subject parcel is being built as a separate project, it will be developed with pedestrian access to the Midtown amenities in mind, as well as keeping with the general architectural style and community feel of Midtown.

Master Plan

The Master Plan of the proposed development is shown on Sheet Z3 in the Appendix. The Master Plan graphically designates the location for the buildings, parking, and access points into the site. It also shows proposed locations for bike parking, utilities, stormwater management areas, and sidewalks. As design plans are finalized, grading and site engineering may require minor shifts in location of some of these elements to accommodate drainage needs.

Specific design elements and their relationship to the Town of Blacksburg Comprehensive Plan and Residential Infill Guidelines are discussed in detail in Section VI of this document.

Project Description and Structures

The project proposes two three-story apartment buildings. One with 18 units and one with 24 units. There will be a mix of thirty (30) 2-bedroom and twelve (12) 1-bedroom units. Each 1 bedroom unit will have 1 bathroom, an open living area (living room and kitchen), a laundry area, and either a deck or patio. Each 2 bedroom unit will have 2 bathrooms, an open living area (living room and kitchen), a laundry area, and either a deck or patio. The proposed building design will feature materials such as brick/masonry veneer and cementitious siding on the exterior. No EIFS or vinyl siding will be permitted. Covered entry ways will be included at each building entrance. Roofing materials will vary between asphalt shingles and standing seam metal.

There are currently 72 bedrooms proposed in 42 units. The exact number of units and bedrooms could change as the engineering design is finalized, but the maximum density will be no greater than 27 units per acre (42 units) or 45.5 beds per acre (72 beds).

III. Site Development Regulations

Permitted Uses

The following uses are permitted by right within the planned residential district:

Residential

Home Occupation

Multi-family residential

Miscellaneous

Accessory Structure

Height, Lot Setbacks, Coverage Ratios & Residential Density

Setbacks: The frontyard setback shall be 20'. All other setbacks shall be 15'.

Maximum Building Height: The maximum height of structures in this zoning district shall be 42'.

Lot Coverage: The maximum lot coverage for the site will be 65%.

Floor Area Ratio: The maximum floor area ratio (FAR) for the site will be 0.55.

Residential Density: The maximum residential density will be 27 units per acre and 45.5 bedrooms per acre.

Occupancy

The proposed Planned Residential District shall have a maximum occupancy requirement as stated in Section 3113 of the Blacksburg Zoning Ordinance. As the buildings will be limited to one and two bedroom units, the maximum dwelling unit

occupancy proposed for this project shall be a family, plus two (2) persons unrelated to the family; or no more than three (3) unrelated persons.

Minimum Open Space

Per the Town of Blacksburg code, a PRD requires a minimum 20% of open space. However, per §3113 (1) (b) of the town code, for any project that is less than 2 acres in size, a reduction or elimination of the open space requirement may be requested. Following the guidelines in the code, an elimination of the open space requirement is requested based on the following criteria:

- i. Proximity to downtown:* The site is located approximately 0.25 miles from the intersection of Clay Street and S. Main Street, which is the start of the downtown commercial area.
- ii. Walking distance to services and transit:* In addition to the downtown shopping and restaurants within walking distance, Midtown, which is proposing several commercial uses, is directly adjacent to this property. Multiple Blacksburg Transit stops are located along S. Main Street less than 0.5 miles from the site.
- iii. Density and intensity of use in relation to neighborhood context:* The density proposed (45.5 beds per acre) and the use of this site is compatible with and provides a good transition to the adjacent zoning districts. Midtown is a PRD and has a residential density of 48 beds per acre, the properties on the opposite side of Clay Street are RM-27 and the properties to the east are R-5. With a mix of multi-family, two family, single family and a private school in general proximity to the site, the relatively small number of one and two bedroom apartments does fit within the surrounding context.
- iv. Demonstrated access to nearby public open space:* There is a 2.6-acre park (“Central Park”) proposed within Midtown that will be directly adjacent to the project. Additionally, the Old School Common, which will hold market stalls and public gathering spaces, will also be located within Midtown and will be less than 0.25 miles from the site.
- vii. Proposed improvements to the adjoining streetscape, which may include construction of additional sidewalks or trails adjoining the street, buffer strips between the sidewalk and the street, or other streetscape amenities or improvements to public space as part of the project:* A new sidewalk is proposed along Clay Street. This sidewalk will include a buffer strip separating it from the street and will connect to the trails in Midtown’s Central Park. Other pedestrian connections will also be made to the Midtown trail system.

With the site’s proximity to downtown as well as multiple public open spaces and transit options, and the knowledge that this site will have full use of Midtown’s amenities, we are requesting that the open space requirement for this site be eliminated.

Parking

General

Resident parking will be provided in the parking lot adjacent to the proposed buildings. A mix of standard and compact vehicle parking spaces will be provided. Handicap accessible parking spaces will also be provided as required.

PRD Zoning Area – Minimum Parking Required

The following parking ratios are proposed with this project:

Total Parking Spaces: 69 Spaces

Per Bedroom Ratio: (0.96 spaces per bedroom)

Per Unit Ratio: (1.64 spaces per unit)

Bicycle Parking

Bike parking will be provided within the development as required. Bike parking is required at a ratio of 25% of the proposed number of bedrooms thus requiring 18 spaces. The project is currently proposing 22 bike parking spaces located in two separate bike rack areas.

Project Phasing

This project will be built in a single phase.

Subdividing & Parcels

The site currently exists as one parcel. No subdivision is anticipated with this project. At the time of subdivision, additional right of way will be dedicated in order to provide 25' from the centerline of Clay Street to the property boundary. Any easements will be platted and dedicated on a final easement plat as required by the Town of Blacksburg Subdivision Ordinance.

Landscaping

Landscaping will be provided as specified in the Town of Blacksburg Zoning Ordinance to include any required interior parking lot landscaping/greenspace areas, the overall site greenspace and the canopy coverage landscaping requirements for multi-family uses. Existing vegetation internal to the site or adjacent to outside parcel boundary lines may be preserved as grading allows and may count towards the requirements above if such vegetation is consistent the intent. The adjacent parcels are either zoned PRD or R-5, therefore no perimeter buffering is required.

Site Lighting

Site lighting in the parking areas, if provided, will be provided as specified in the Town of Blacksburg Zoning Ordinance and in the spirit of the Town's dark sky initiative. This will include the installation of full cut-off parking lot lighting to provide nighttime visibility for residents as well as any other site specific and/or exterior building lighting while minimizing the impact to adjacent properties. It will be residential in scale and no more than 20' in height. Other site-specific lighting features could include but not be limited to residential scale sidewalk lighting such as a lantern post and landscaping/accent lighting. Any exterior lighting fixtures

located on the proposed buildings will also be designed in the overall photometric plan to ensure compliance.

Maintenance

A Management Association will be formed to handle all maintenance of the drive aisles, parking area, common areas and stormwater system. The management group will also be responsible for all exterior maintenance of the individual buildings including siding, windows, paint, rooves, windows, etc.

Use and Design Standards

One exception is being requested to the Town's Use and Design Standards regarding Multifamily dwelling Use.

Section 4216(a)(3): "The street elevation of the residential buildings shall have at least one (1) street-oriented entrance and contain the principal windows of the front unit."

Exception Requested: The two apartment buildings face internal to the site and their main entry ways face the parking lot rather than Clay Street.

IV. Public Utilities

All utilities will be constructed to Town standards, and where appropriate, be dedicated to the Town. Public utility easements will be dedicated along water distribution and sewer collection lines outside of the road right-of-way.

Water

There is currently an existing 8" watermain in Clay Street. A new 8" watermain will connect to this existing main and extend into the property to serve the new buildings. New hydrants will be proposed as required to provide adequate fire protection to each building. All buildings will be sprinklered.

Sanitary Sewer

An existing 8" sanitary sewer main is located in Clay Street. A new 8" sanitary has also been installed in Midtown Way. A main extension will be installed to serve this project. Final engineering design and grading will determine the best route for the sanitary sewer, however the masterplan currently shows a new main line tie into an existing manhole in Clay Street and then extending into the property. This will limit the number of connections into the existing line and number of pavement cuts.

Based on Town of Blacksburg Standards and Virginia Department of Health Standards, an average daily flow is estimated for the proposed uses below.

1. Multi-Family Residential: 42 units & 72 bedrooms

Design Assumptions and Calculations:

Water and Sewer usage for apartment use is 75 gal/day per bedroom
= 5,400 gal/day

2. Length of new sewer pipe: +/- 190 LF x 1.5 gpd/ft infiltration factor = 285 gal/day

TOTAL ESTIMATED WATER USAGE BY PROPOSED DEVELOPMENT = 5,400 gallons per day

TOTAL ESTIMATED SEWER USAGE BY PROPOSED DEVELOPMENT = 5,685 gallons per day

Applicant will construct or cause to be constructed at no expense to the Town all water/sewer mains and appurtenances on the Property and will connect the water/sewer mains to publicly owned water/sewer mains. All water mains and sewer mains will be constructed to the standards of the Town, will comply with the regulations and standards of the Town and will comply with the regulations and standards of all other applicable regulatory authorities. All water mains and appurtenances and sewer mains will be dedicated to public use unless otherwise directed by the Town of Blacksburg. Any water mains and appurtenances and/or sewer mains that must be relocated as part of the development will be relocated by the applicant at no cost to the Town.

Water Quality & Stormwater Management Standards

The project site is situated at the northeastern corner of Midtown on Clay Street. The site is bound by the properties of Double Bull, LLC, Gary J. Ashton and John C. Ashton III, et al, Roger M. and Vicki S. Powell, and CMEJME, LLC to the east, the Midtown Development to the south and west, and Clay Street to the north. Surrounding properties consist of single-family residential lots (both rental properties and owner-occupied), multi-unit residential developments, commercial properties, and open space.

Existing soil conditions on site include the types listed below with slopes ranging from 2%-15%. There are currently no known environmental issues on site, however, prior to construction, the site will be fully investigated to determine if there are any jurisdictional waters on the property or within any of the areas of disturbance. If evidence is found, the property will be delineated, confirmed by the US Army Corps of Engineers, and all necessary permits will be filed.

Stormwater Management

A Stormwater Concept Plan and Narrative has been submitted with the application that addresses the Town and State stormwater quantity and quality requirements.

Pre-Development Summary

In the pre-development condition, the site is primarily grassed, with a few trees and some asphalt. The majority of the site drains towards Clay Street and into an existing roadside ditch. A portion of the property draining to Clay Street (approximately 0.42 acres) flows across the street and bypasses the ditch. A small portion of the site (approximately 0.29 acres) drains towards the Midtown Development and eventually reaches an existing underground detention system.

There are no existing BMP's upstream of the site. The point of analysis has been set where runoff from the site enters the roadside ditch along Clay Street.

Post-Development Summary

In the post-development condition, the proposed site will be graded to capture runoff via sheet flow, roof drains, curb inlets, and stormwater piping. From there, runoff will be conveyed to an underground detention basin underneath the parking lot. Outflow from this system will be managed by multiple flow control orifices located in an outlet structure. As shown in the enclosed HydroCAD calculations, the underground system has been designed to manage peak flows, meet water quantity requirements and has been sized to hold the 100-year storm.

Outflow from the system will be discharged directly into the existing ditch along Clay Street. This ditch conveys runoff from the site to a 24" culvert under Clay Street and eventually into a large box culvert under Wharton Street and to Stroubles Creek.

Water Quality

Water quality compliance will be achieved through the purchase of nutrient credits in accordance with the criteria set forth in the Code of Virginia. Per §62.1-44.15:35(C)(2), the VSMP shall allow the use of nutrient credits when the area of disturbance is less than 5 acres or the water quality reduction requirement is less than 10 pounds per year. This site qualifies for nutrient credit purchase with a total disturbed area of approximately 1.67 acres and a reduction requirement of 0.52 pounds per year.

The existing site¹ has an impervious land cover of 0.42 acres (25%). The post-development site will have an impervious land cover of 1.00 acres (60%) resulting in a runoff coefficient (R_v) of 0.66. The required pollutant removal rate is 0.52 lb/year, all of which will be handled by purchasing nutrient credits.

Channel Protection

In accordance with 9VAC25-875-600 (B), concentrated stormwater flows will be discharged directly to a stormwater conveyance system. Runoff from this system will be discharged through a pipe into a channel. From this point, runoff will flow through a series of manmade and natural conveyance systems to the 1% analysis point of the site². No erosion of either the natural or the manmade system should be expected from stormwater flows. Per subdivision (3)(a), the maximum post-development peak flow rate from the 1-year 24-hour storm shall be calculated per the equations below to prevent erosion of the natural conveyance systems. Additionally, all analyzed storms will produce a post-development flow rate lower than the pre-development flow rate, therefore no erosion of the manmade system should be expected.

¹ In the context of channel and flood protection, "site" shall be defined as the area where work is being performed, including any offsite disturbance (approximately 1.67 acres). See Sheets SW3-SW4.

² In the context of channel and flood protection, "site" shall be defined as the area where work is being performed, including any offsite disturbance (approximately 1.67 acres). See Sheets SW3-SW4.

R_v Calculation – POA

Pre-developed = 0.072 acre*ft – See HydroCAD “RV Calculation” Report

Developed = 0.185 acre*ft – See HydroCAD “RV Calculation” Report

$$Q_{Developed} \leq I.F. \times (Q_{Pre-developed} \times RV_{Pre-Developed}) / RV_{Developed}$$

$$Q_{Developed} \leq 0.8 \times (Q_{Pre-developed} \times 0.072) / 0.185$$

$$Q_{Developed} \leq 0.31 \times Q_{Pre-developed}$$

The resulting maximum allowable peak flow rate for the one-year 24-hour storm at the Point of Analysis is 0.30 cfs. The actual post-development peak flow rate achieved is 0.23 cfs.

The direct runoff areas are sheet flow. Per 9VAC25-875-600 (D), increased volumes of sheet flow shall be evaluated for potential impacts downstream. Because both direct runoff areas show a significant reduction in volume when compared to the predevelopment 1-year 24-hour storm, no impacts are expected downstream and no further water quantity analysis or controls are needed.

Flood Protection

In accordance with 9VAC25-875-600 (C), concentrated stormwater flows have been discharged to a stormwater conveyance system. The downstream conveyance systems are made up of a series of natural and manmade conveyance systems. As shown on the attached HydroCAD calculations, the point of discharge releases a post-development peak flow rate for the 10-year 24-hour storm event that is less than the pre-development peak flow rate from the 10-year 24-hour storm event, satisfying subdivision 2(b). Per subdivision (3) of these regulations, no further analysis of the downstream stormwater conveyance system is required.

Downstream

Runoff from the proposed development is discharged directly into to a series of natural and manmade conveyance systems. These conveyance systems carry flows from the site downstream to the 1% analysis point (167 acres). The post-development peak runoff has been mitigated via underground detention facilities to prevent adverse impacts from this site to downstream properties in the form of channel erosion and flooding.

Per 9VAC25-875-600 subsection A, compliance with Minimum Standard 19 of the Virginia Erosion and Sediment Control Regulations has been satisfied by meeting the requirements of the for channel protection and flood protection as shown in the Post Development Summary. No adverse impacts to downstream properties are expected as a result of this development.

Environmental Impacts & Concerns

There are currently no known specific environmental issues or concerns on the subject property. Preliminary investigation shows that there are no open waters on the property. However, industry standard due diligence must be performed prior to

the start of construction to determine if there were any previous environmental concerns such as underground storage tanks. The property will also be fully investigated to determine if there are any jurisdictional waters on the property such as streams or wetlands. If any evidence is found and prior to any development, the property would have to be delineated, confirmed by the US Army Corps of Engineers, and all appropriate permits filed, and mitigation provided as necessary. During construction it will also be necessary to provide all required erosion and sediment control measures along the stream to avoid any sediment and silt from reaching downstream waterways.

Trash Pick-up

Trash and recycling will be handled by dumpsters located within the project area as shown on the masterplan. Both trash and recycling will be picked up by a private refuse collection service.

Other Utilities

Utility connections such as power, phone, cable television, gas, and any other miscellaneous utilities serving this community shall be located underground. Some relocation of existing utilities is anticipated. Coordination with AEP/Virginia Tech Electric and the other private utility companies will be required.

V. Traffic Circulation Pattern

Public Roads, Access Drives and Vehicular Traffic

There will be one point of access into the property off of Clay Street onto a private parking lot. The drive aisles and parking spaces will be designed to meet Town standards.

By completing the Town of Blacksburg VDOT Traffic Impact Analysis (TIA) Supplemental Application, it has been determined that a VDOT TIA is not warranted with this project. However, Town Engineering staff has requested a review of the existing traffic on Clay Street and a turn lane analysis based on the proposed trip generation from the project. That analysis is included as an attachment to this document. The density proposed for the site, along with the ample pedestrian access and easy access to public transportation reduces any concerns of excessive traffic. The ITE Manual 11th Edition was reviewed in order to estimate trip generation and the results are shown below.

Proposed Multifamily Housing (Low-Rise) Use**

<i>ITE</i>	<i># of units</i>	<i>Sq.Ft.</i>	<i>AM In</i>	<i>AM Out</i>	<i>AM Total</i>	<i>PM In</i>	<i>PM Out</i>	<i>PM Total</i>	<i>Weekday</i>
220	42	n/a	9	27	36	24	14	38	345

Pedestrian Walks

A public sidewalk will be installed along Clay Street. Sidewalks are planned throughout the interior of the site and will connect to the sidewalk along Clay Street.

Additionally, two internal sidewalk connections to the trail system in Midtown are shown to be provided. The proposed sidewalk and trail connection are shown on Sheet Z3.

VI. Design Principles and Concepts

Zoning, Existing Land Use and Comprehensive Plan Vision

The subject parcel for this application is currently zoned R-5 (Transitional Residential). It is designated as medium density residential on the Town of Blacksburg Future Land Use Map (Map A in the Land Use Series). Medium density residential is defined as *“up to and including ten dwelling units per acre; or up to 20 bedrooms per acre, whichever is less.”* Typical implementing districts are listed as R-5, OTR (Old Town Residential), PR (Planned Residential), and PMH (Planned Manufactured Home). Also on the Future Land Use Map, this site is in an area designated as “Mixed Use Area D”, which also encompasses Midtown. Mixed use areas have been designated in places where a mix of residential and non-residential development would be ideal.

Map B in the Land Use Series, “Urban Development Areas & Town Boundary Areas”, shows this site as being located in Urban Development Area (UDA) D. According to the current Comprehensive Plan, *“UDAs are intended to serve as a focal point for growth over the next 10 or 20 years.”*

Map C, “Neighborhood, Employment, and Service Areas”, designates this area as an Urban/Walkable Neighborhood. The Comprehensive Plan defines an Urban/Walkable Neighborhood as *“compact residential neighborhoods located within walking distance of employment and commercial centers. These areas typically have access to all modes of transportation, including transit as well as bicycle and pedestrian infrastructure. Streets are typically organized in a grid pattern, which allows for easy pedestrian travel. Pedestrians can travel from these areas to commercial centers, the University, and neighborhood schools.”*

The Comprehensive plan also discusses future issues and opportunities for these Urban/Walkable Neighborhoods. Our project addresses two of these and are listed below:

- *These areas are close to schools, the University, and businesses. Additional pedestrian and bicycle infrastructure in these areas can reduce car dependency.*

The project sits adjacent to the Midtown development, providing direct access to commercial uses. Additionally, the site is within walking or biking distance of downtown and the university. Excellent pedestrian access will be provided upon full buildout of Midtown due to multiple proposed trails and sidewalks that will be built as part of the development. For destinations that are further, there are multiple Blacksburg Transit stops located along Main Street for both north- and southbound buses.

- *There is a limited inventory of homes within walking distance of the University and Downtown. In addition, these homes are often beyond the financial reach of many young families, young professionals, or employees of the University or Downtown businesses who would like to live in this area. Creative strategies are needed to encourage more homeownership in these neighborhoods.*

The proposed homes will provide additional housing opportunities for a variety of people looking for homes in Blacksburg. The location is ideal for young professionals with its proximity to employment (the university or downtown businesses) and the commercial uses and nightlife of downtown. It will also serve as a desirable option for retired residents who are looking to downsize and are searching for something convenient to shopping and restaurants. The percentage of affordable units will also provide an opportunity for a lower income residents to live near downtown and the university to potentially be less vehicle dependent.

As the project is residential in nature, the applicant has also looked towards the Residential Infill Development Guidelines for direction on the design. Based on the proposed project components, the following Guidelines are being addressed with this proposal:

- **Setback:** *Consistent front building setbacks create a uniform appearance along the street.*
 - The project is proposing setbacks that are generally compatible with other structures along Clay Street and the Midtown development.
- **Building Frontage/Entries:** *Landscaping in front of buildings and entry features, such as porches or steps, create visual interest and give the neighborhood an identifiable character.*
 - Both buildings will have landscaping along their front façade. Entry ways to the buildings will have a covered roof structure adding visual interest to the façade. Varying materials, elevations, roof lines and building steps will also help break up a single façade visual of the building.
- **Off-street parking:** *Parking for residential areas that plays down the visual impact of cars and parking garages respects the character of an existing neighborhood and identifiable character.*
 - The parking area is located behind the front building line as required, with a large percentage of it at the rear of the property. The parking area will also include landscape areas and trees.
- **Screening/Landscaping:** *Hedges, trees, shrubs, and fences can provide privacy, a transition between spaces, and can help buffer pedestrians from vehicle traffic.*
 - An evergreen buffer has been provided along the northeastern property line adjacent to the residential uses next door. Street trees will be planted along Clay Street and other internal landscaping will be provided.
- **Scale and Massing:** *Buildings should be designed to fit within the context of the surrounding structures and create visual interest for pedestrians.*
 - These buildings will be similar in style and size to the development proposed on Midtown, directly adjacent to this site.

- **Sidewalks:** *Well-connected and maintained sidewalks contribute to the character of neighborhoods by providing safe places for people to travel and interact with one another.*
 - A public sidewalk will be added along Clay Street in front of the development, providing pedestrian access to the trails and sidewalks in Midtown, which lead to South Main Street and downtown. A trail will also be provided along the back of the property to connect into the trail system that extends into Midtown.
- **Bicycle Facilities:** *Streets that have been optimized for bicycle travel and bicycle parking facilities can help support bicycle activity in a community.*
 - Bike parking facilities are provided within the development.

The elements that directly conform to the issues and principles stated in the **Blacksburg Comprehensive Plan** are listed below and reference the Policy Chapter as updated April 27, 2021 and amended on December 13, 2022. The italicized text is from the Comprehensive Plan, while the regular text is the how the proposal meets these guidelines.

ENVIRONMENT

Objectives and Policies

Air Quality & Climate

E.7. Support community members in establishing and reaching vehicle travel reduction goals to reduce air pollution using the following methods:

- *Walk, bike, and use public transit*
- *Consider vehicle travel costs and impacts when making housing choices*

The proximity of this site to the University, downtown, and commercial uses within Midtown create more opportunities to walk or ride a bike to work or running errands. The trail network within Midtown that will connect the site to South Main Street and Eheart Street will make pedestrian travel easy and safe.

Land Resources

Dark Skies

EN.36. Support dark sky regulations and programming as articulated in the International Dark Sky Association's Standards.

The developer will follow the dark sky initiative when considering the lighting for this site.

PARKS & RECREATION

Objectives and Policies

PR.3. Create an interconnected regional and local system of trails and walkways.

- *Ensure that recreational facilities and programs are easily accessible by the Blacksburg Transit system, sidewalks, bike lanes, greenways and other pedestrian links.*

Sidewalks within the development will create a connection to public sidewalks and trails, leading to public open spaces, transit and commercial uses.

UTILITIES

Objectives and Policies

Public Water System

U.5 Ensure that all residents within Town limits are served by public utility services that provide adequate and reliable water and wastewater services. Areas outside of the corporate limits will not be eligible for Town provided utility services unless a boundary line adjustment is requested and approved and the property becomes a part of the Town prior to services being provided.

Public utilities exist adjacent the site in multiple locations, providing public services to this project through a variety of different design options.

U.6. Require new developments to utilize pipe design and construction of the water system in accordance with Town Code sections and development standards.

All new water and sewer systems proposed with this project will meet all Town development standards.

Stormwater Management System

U.18. Continue implementation of the Virginia Stormwater Management Permit program.

This project will obtain a VSMP permit prior to beginning work.

Solid Waste Management & Recycling

U.12. Promote and expand waste reduction, reuse, and recycling locally and regionally by citizens, government, and private businesses.

The project will have private trash and recycling dumpsters located onsite.

HOUSING

Objectives & Policies

H.2. Through the development review and decision-making processes, ensure a wide range of housing choices that are integrated and balanced across the Town.

H.2.2 Link housing options, transportation, and employment opportunities when making land use decisions.

H.2.3 Encourage housing development where increased density is desirable and strive to connect those areas to employment opportunities, transit routes, and commercial services.

H.2.6. Promote redevelopment and infill development that supports bicycle and pedestrian-oriented infrastructure and robust public transportation to better connect residents to job and commercial activity.

The location of this project provides easy pedestrian or bike access to jobs, commercial areas, and transit.

H.4. Provide a range of housing options to support aging in place and aging in community.

This community could provide an opportunity for retired citizens to downsize and remain close to shopping and restaurants as a percentage of the units will be handicap accessible and located on the ground floor level.

H.6. Provide a range of housing types for young families, young professionals, and graduate students.

H.6.2. Encourage housing for young professionals in the downtown area.

This project will provide an ideal spot for young professionals who are looking to live close to work, shopping and nightlife. This project will provide market rate and affordable housing options that is not purpose built undergraduate student housing.

TRANSPORTATION

Objectives & Policies

T.7. Complete the construction of a connected sidewalk system.

This project will include an internal sidewalk along the northeastern property line, which will connect to the public sidewalk in Clay Street, as well as pedestrian connections to Midtown.

T.9. Maintain and improve the aesthetic quality of the pedestrian environment by planting street trees and other landscaping and installing street furniture where appropriate.

This project will provide street trees along Clay Street.

T.33. During the development process, ensure:

- *Surface parking facilities are landscaped and appropriately lighted.*

This project proposed to have landscaping around and within the parking lot and have appropriate scaled lighting.

COMMUNITY CHARACTER PRINCIPLES

Objectives & Policies

CCP 1. Well-designed pedestrian and bicycle friendly routes and facilities are essential to the Town's identity as a walkable and bikeable community. Pedestrian circulation systems are required to be constructed in all new developments. Connections to the existing Paths to the Future routes should be made where possible through new development or Town programs.

The proposed development will provide an internal sidewalk and connections to both Clay Street and Midtown.

CCP 2. Lifestyle conflicts are inherent in a college town, where neighborhoods may have a mix of students and non-students. Students moving into established neighborhoods may have different expectations than neighbors with regard to noise, upkeep, parking, and occupancy. Property management, education and code enforcement can mitigate some of these conflicts. This is an important issue for residents.

This development is not being designed as purpose-built student housing. It is intended to be a market rate apartment complex with a 20% affordable component

that will appeal to young professionals, families, and retirees. It is adjacent to a mix of uses, including single-family residential (both rental and owner-occupied), multi-unit residential, and commercial. This project is compatible with all of these uses and no adverse impact on the surrounding areas is expected.

*CCP 5. **Equity and inclusion are important values in the community.** Opportunities for social interactions and community engagement as well as programs and events that welcome everyone can foster a sense of belonging and an individual's commitment to the community. The Town should support community connection by providing gathering spaces, working to increase the affordability of living in Town, and eliminating barriers to equity. The Town should work to increase housing and transportation options for historically marginalized populations through the development decision-making process*

The project is proffering that 20% of the units will be reserved as affordable housing for residents earning less than 80% of the area median income. Providing opportunities for affordable housing in the downtown area meets many of the goals stated within the comprehensive plan

*CCP 15. **Increasing safety and efficiency for all modes is important in maximizing the functionality of the transportation network.** This can be accomplished for both residential and non-residential development by using and expanding the street grid pattern, minimizing curb cuts and driveways, adding internal connections between properties, optimizing signal timing to accommodate all modes and minimizing conflicts between modes. This is a high priority for arterial and collector roads.*

This project will install a new sidewalk along Clay Street, where there is currently no sidewalk provided. This sidewalk will connect to the sidewalk system in Midtown. Additionally, there will be internal pedestrian connections from this development to Midtown, creating a pedestrian or bike pathway that does not require using or crossing a public road.

*CCP 16. Transit connections and bus stop amenities encourage ridership and area important components of the transit system. **These elements should be part of the design of new developments and be coordinated with Blacksburg Transit regarding service availability.***

No new stops are proposed, however there are multiple stops along S. Main Street within walking distance of the development.

*CCP 17. **Blacksburg is a responsible headwaters community for Southwest Virginia.** Developments within the Town should minimize short and long-term impacts on surface waters (streams and ponds), groundwater, karst features, and wetlands.*

The submitted stormwater management plan demonstrates that runoff from the proposed development will be handled from a quality and quantity standpoint and will not have negative impacts downstream. An onsite environmental study will be performed prior to the site plan to delineate any environmentally sensitive areas.

*CCP 18. **Responsible site design and development practices should be used to minimize environmental impacts within the Town.** Development or*

redevelopment should meet and preferably exceed federal, state, and local regulations to minimize the impacts of soil erosion, stormwater runoff, and non-point source pollution. Site design and development practices should preserve existing tree canopy and specimen trees, replace lost urban forest areas, and expand overall tree canopy. The submitted stormwater management plan demonstrates that runoff from the proposed development will be handled from a quality and quantity standpoint and will not have negative impacts downstream.

CCP 21. The Town is committed to minimizing light pollution by adhering to International Dark Sky Association standards. *The design and placement of new lighting for buildings, parking areas, or streets minimize uplight, light intrusion into adjacent areas, and glare. Special attention should be given to lighting when transitioning from higher intensity to lower intensity uses.*

There will be parking lot lighting for the safety of residents and guests. Any lighting used will be designed in such a way to direct lighting down and minimize uplighting.

CCP 22. For safety, maintenance, and aesthetics, new developments are required to place utilities underground. *Where feasible and financially possible through developer contribution, Town subsidization, or other financial sources, existing above-ground utilities should be relocated underground.*

New and relocated utilities shall be located underground as dictated by the zoning ordinance.

LAND USE

Objectives and Policies

LU.5. Consider the compatibility of development with surrounding uses. Utilize strategies such as landscaping or other buffering techniques along with modification of site design to minimize impacts and facilitate compatibility.

This development is adjacent to a mix of uses, including single-family residential (both rental and owner-occupied), multi-unit residential, and commercial. This project is compatible with all of these uses and no adverse impact on the surrounding areas is expected. However, an evergreen buffer has been proposed along the northeastern boundary line nearest the lower density residential uses.

LU.9. Encourage developers to work with surrounding property owners and tenants to resolve community concerns prior to formalizing development plans.

A neighborhood meeting will be held as part of the rezoning process and all comments and concerns will be taken into consideration.

LU.13. Encourage residential infill at a greater density in the Downtown area to implement the Downtown Housing Study. Support the addition of a mix of uses and services that will attract and support a Downtown residential population.

Being situated between single-family residential lots, small multi-family residential properties and the Midtown mixed-use development make this site an ideal place to add market rate and affordable housing as a residential infill development.

LU.23. Regulate the amount of noise and/or light produced by land uses to minimize impacts on nearby properties.

The development is adjacent to a mix of uses including single family lots, multi-unit residential developments, and commercial uses. The proposed use is compatible with these uses and does not anticipate creating any adverse impact on them based on noise or lighting.

LU.25. Protect the integrity and quality of water resources in the Town.

All federal, state and local stormwater quality and quantity requirements will be met with the project.

VII. Boundary and Legal Description

Boundary Map

The property included in the rezoning request is shown in the appendix on Sheet Z1, "Overall Parcel Map". The parcel description below is based on the metes and boundary shown on this map.

Legal Description

BEGINNING AT AN IRON PIPE FOUND AT THE NORTHERN CORNER OF THE PROJECT SITE, SAID CORNER BEING THE WESTERN CORNER PARCEL #017352;

THENCE FROM THE POINT OF BEGINNING S39°27'58"E A DISTANCE OF 407.01' TO AN IRON ROD;

THENCE N84°09'34"W A DISTANCE OF 171.86' TO A RAILROAD SPIKE;

THENCE S67°00'18"W A DISTANCE OF 102.00' TO AN IRON ROD;

THENCE N40°48'42"W A DISTANCE OF 259.00' TO A DISTURBED ROD;

THENCE N51°18'15"E A DISTANCE OF 224.79' TO THE POINT OF BEGINNING.

THE ABOVE DESCRIBED PROPERTY HAS AN AREA OF ±1.59 ACRES.

VII. Adjoining Landowners

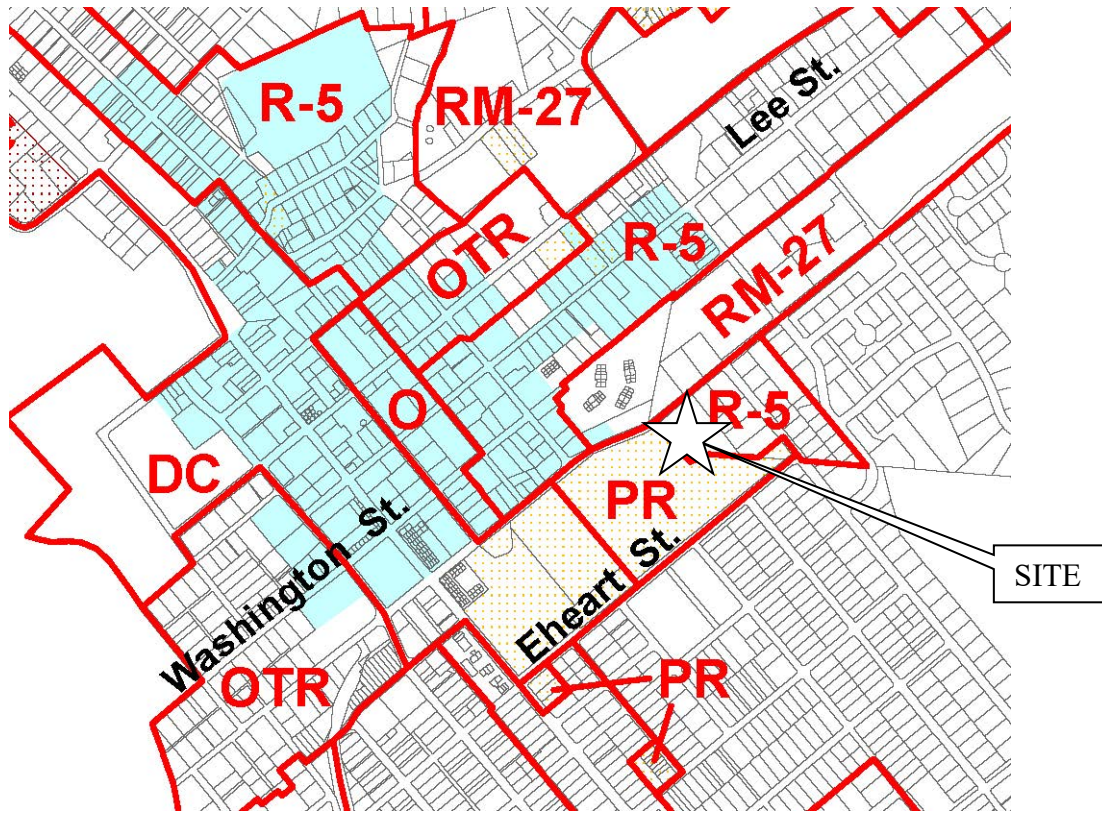
Owners of land adjoining the site are shown in the following chart, listed by tax map parcel numbers with the name and mailing addresses:

CLAY STREET APARTMENTS PRD Adjacent Property Owners		
Tax Parcel(s)	Owner	Address
257-A 185	ALDAWOOD AND SONS, LLC C/O NOONKESTER REAL ESTATE	1106 N. MAIN STREET BLACKSBURG, VA 24060
257-A 186	ALDAWOOD AND SONS, LLC C/O NOONKESTER REAL ESTATE	1106 N. MAIN STREET BLACKSBURG, VA 24060
257-9 2	DOUBLE BULL, LLC	1106 N. MAIN STREET BLACKSBURG, VA 24060
257-9 3	GARY J. ASHTON, JOHN C. ASHTON III, ET AL	39091 LOGANS CREEK LANE LEESBURG, VA 20175
257-9 4	ROGER M. & VICKI S. POWELL	417 STEELE ACRES ROAD NEWPORT, VA 24128
257-A 189	CMEJME, LLC	4368 FLOYD HIGHWAY N FLOYD, VA 24091
247-A 94B	MIDTOWN REDEVELOPMENT PARTNERS, LLC	P.O. BOX 10397 BLACKSBURG, VA 24062

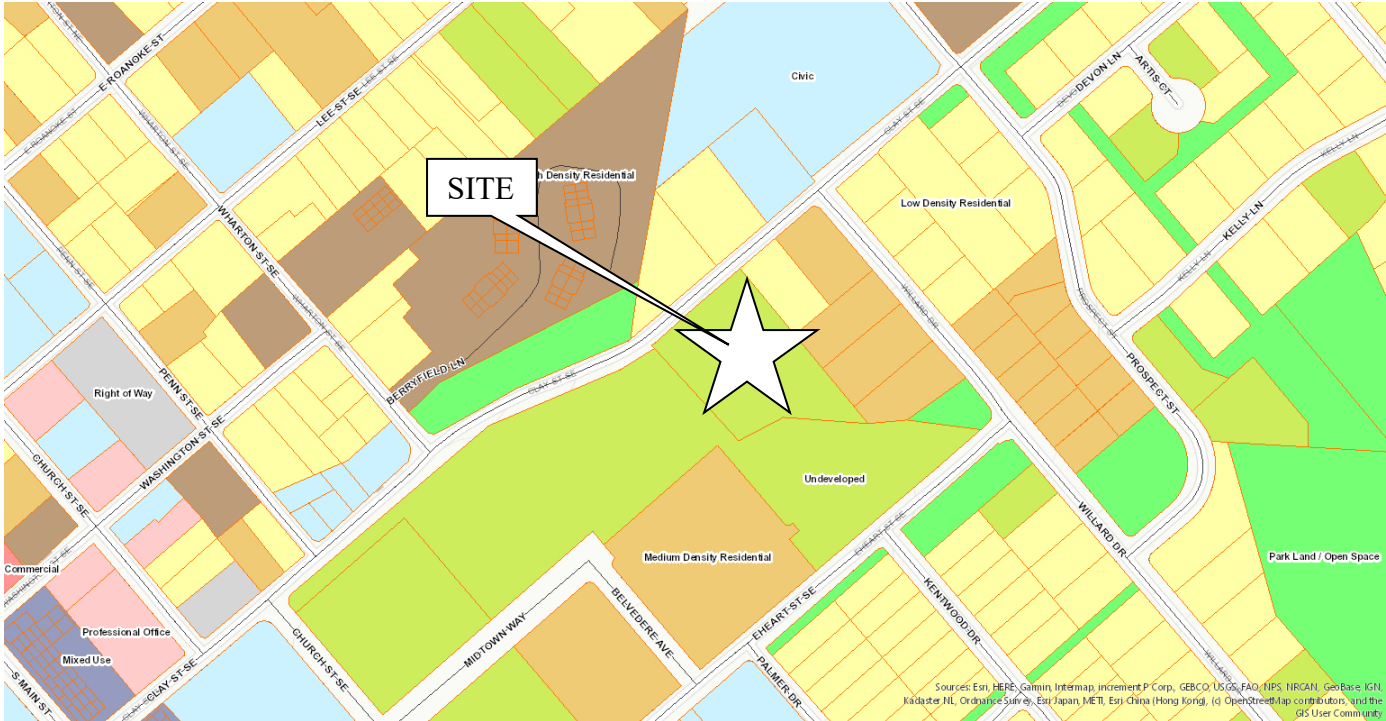
Appendix

PAGES 22-24.....	Zoning and Transit Maps
SHEET Z1.....	Existing Parcel Map
SHEET Z2.....	Existing Conditions Plan
SHEET Z3.....	Master Plan
SHEET Z4.....	Illustrative Master Plan
SHEET Z5	Sight Distance Exhibit
PAGES 30-35	Building Floor Plans and Elevations

EXISTING ZONING MAP



EXISTING LAND USE MAP



FUTURE LAND USE MAP

